



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

Mears Park Centre
230 East 5th Street
St. Paul, Minnesota 55101
612/292-8789

SPECIAL MEETING OF THE REGIONAL TRANSIT BOARD

Tuesday, November 1, 1988
Mears Park Centre Chambers
4:00 p.m.

AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda
3. Approval of Resolution 88-07, Resolution of Appreciation
4. REPORT OF THE POLICY COMMITTEE Doris Caranicas,
Chair
 - A. Review of Midway Corridor Light Rail Transit Analysis and Recommended Alignment
 - B. Review of the Minneapolis IBM Office Complex Draft Environmental Impact Statement
 - C. Review of Applications for Minnesota Department of Transportation Light Rail Transit Funding
 - D. Riverfront Shuttle Service Proposal
5. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE Ruth Franklin,
Chair
6. OTHER BUSINESS
 - A. Chairman's Report
 - B. Members' Reports
 - C. Advisory Committee Reports
 - D. Staff Reports
7. PUBLIC COMMENTS

Elliott Perovich
Chairman



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Doris Caranicas,
Chair

Ruth Franklin,
Chair

Elliott Perovich
Chairman



Mears Park Centre, 230 East Fifth Street, St. Paul, MN. 55101
612/292-8789

REPORT OF THE POLICY COMMITTEE

At its meeting of October 24, 1988, the committee reviewed and approved the following recommendations. The Regional Transit Board is expected to take formal action on these recommendations at its special meeting of November 1, 1988.

REVIEW OF MIDWAY CORRIDOR LIGHT RAIL TRANSIT ANALYSIS AND RECOMMENDED ALIGNMENT

That the Regional Transit Board recommend University Avenue as the preferred alignment for light rail transit in the Midway Corridor and transmit this recommendation to the Ramsey County Regional Railroad Authority.

REVIEW OF THE MINNEAPOLIS IBM OFFICE COMPLEX DRAFT ENVIRONMENTAL IMPACT STATEMENT

That the Regional Transit Board notify the City of Minneapolis of the concerns raised in the staff report dated October 11, 1988 regarding the draft Environmental Impact Statement for the Minneapolis IBM Office Complex. These concerns should be considered in the final Environmental Impact Statement.

REVIEW OF APPLICATIONS FOR MINNESOTA DEPARTMENT OF TRANSPORTATION LIGHT RAIL TRANSIT FUNDING

That the Regional Transit Board recommend to the Minnesota Department of Transportation:

1. That the applications for light rail transit funding for Anoka, Hennepin and Scott Counties be funded at the requested amounts.
2. That the Minnesota Department of Transportation consider reducing the scope of work and the amount requested by Ramsey and Dakota Counties.
3. That the Regional Transit Board recommend to the Minnesota Department of Transportation that the Ramsey County Regional Railroad Authority be permitted to conduct light rail transit preliminary engineering on the Midway Corridor concurrently with the county's Comprehensive Light Rail Transit Plan. The purpose of this motion is for defined early decision on the Midway alignment.
4. That the Regional Transit Board strongly recommend to the Ramsey County Regional Railroad Authority that they focus expenditure of funds on preliminary engineering for the University Avenue alignment.

*substitute language
10/31
Blm*

RIVERFRONT SHUTTLE SERVICE PROPOSAL

That the Regional Transit Board direct staff to:

1. Explore options for funding the Riverfront shuttle service and proceed to discuss with the City of Minneapolis the provisions for a potential service agreement between the RTB and the Minneapolis Community Development Agency that includes local government financing and business support.
2. Engage private operator participation in the planning process by scheduling this item for discussion at the Transit Providers Advisory Committee's next meeting on November 10, 1988.

After these steps are taken, if a service agreement is to be recommended, staff will bring this item to the Administration and Finance Committee for action.

The committee also received a presentation on UMTA's Proposed Rule for Control of Drug Use in Mass Transportation Operations.

Doris Caranicas
Chair

PCtoBD
RTBTX1



Mears Park Centre, 230 East Fifth Street, St. Paul, MN. 55101
612/292-8789

DATE: October 12, 1988 REVISED OCTOBER 25, 1988
TO: Policy Committee
FROM: Howard Blin, Planner
SUBJECT: Review of Applications for Mn/DOT LRT Funding

SUMMARY

This memorandum presents staff comments on the applications for light rail transit (LRT) funding submitted to the Minnesota Department of Transportation (Mn/DOT) by the regional rail authorities. Action is requested to approve the comments and submit them to Mn/DOT.

BACKGROUND

The 1988 Minnesota Legislature approved a \$4.17 million LRT grant program for this regional railroad authorities. The program is being administered by Mn/DOT and provides funding for LRT planning, preliminary engineering, design and construction. The legislation established this appropriation as the base level of funding for LRT in the 1990-1991 biennial budget.

The RTB and Metropolitan Council are required by the legislation to review and comment on the funding applications. A 60-day review period was established for this purpose with the agencies to provide comments to Mn/DOT by November 2. Mn/DOT expects to announce its funding decisions by November 15.

Matching funds are available to the rail authorities on a dollar-for-dollar basis. The maximum amount that any rail authority can receive is 60 percent of the total appropriation, or \$2.5 million. Application and funding guidelines developed by Mn/DOT establish the following funding priorities for the various types of projects: 1) design and construction, 2) preliminary engineering, and 3) planning. Preference is also to be given to corridors and alignments established as regional priorities by the Metropolitan Council.

To assist staff in its review, the LRT Advisory Group was asked to provide comments on the applications. Their comments are incorporated into the following analysis. In addition, the LRT Ad Hoc Committee discussed the applications in September.

DISCUSSION

Five rail authorities have applied for funding. The amount requested in each application is as follows:

<u>Applicant</u>	<u>Amount Requested</u>	<u>Purpose</u>
Anoka County	\$ 170,678	Planning
Dakota County	\$ 195,000	Planning
Hennepin County	\$2,502,000	Planning, Preliminary Engineering, and Environmental Review
Ramsey County	\$2,355,000	Planning, Preliminary Engineering, and Environmental Review
Scott County	\$ 7,500	Planning

Funding requested by the five rail authorities totals \$5.23 million. This exceeds the amount available by \$1.06 million.

The applications provide a status report on light rail planning in the area. The two largest counties, Hennepin and Ramsey, have or will be initiating preliminary engineering. Anoka, Dakota, Ramsey and Scott counties are proposing to develop comprehensive plans or conduct corridor planning at varying levels of complexity.

Each application was evaluated on the basis of two considerations, conformance to regional priorities and cost effectiveness. Regional priorities for LRT have been established in the Metropolitan Council's Long Range Transit Analysis report and the Transportation Policy Plan. The costs of each project were evaluated by the LRT Advisory Group and compared with similar studies in this and other areas.

As Hennepin and Ramsey counties proceed into preliminary engineering, a primary regional concern is to avoid duplication of effort. This is particularly true in the area of system design. Specifications for common elements such as vehicles, trackwork, signal systems, electrical systems, handicapped access and fare collection will need to be consistent throughout all corridors. This ensures a maximum degree of standardization, thereby reducing the costs of subsequent system maintenance, spare parts, inventories and training.

The most cost effective approach is to accomplish preliminary engineering for these common elements once, then utilize the specifications developed throughout all corridors. Since Hennepin County will be the first to initiate preliminary engineering, this should be accomplished during preliminary engineering of the Hennepin County system. The peer review process outlined in

Hennepin County's preliminary engineering work program allows for the input of other rail authorities in developing system standards and specifications. Similarly, much of the patronage forecasting work performed during preliminary engineering of the Hennepin County system can be utilized in developing ridership forecasts in Ramsey County and throughout the rest of the region. This is especially true now that the RTB is participating in these efforts which will include a region-wide survey of transit riders.

The following provides a summary of each application, including the staff analysis.

Anoka County

Anoka County has requested \$170,678 to prepare a comprehensive plan and fund its share of the Northeast Corridor study, which is being conducted jointly with Hennepin County. The amount requested represents 50 percent of the cost of these studies. The Northeast Corridor study, currently underway, will examine several potential alignments leading to a recommendation of a preferred alignment to connect the developed area of Anoka County and downtown Minneapolis.

Analysis: The Northeast Corridor has been identified in Metropolitan Council studies as having potential for light rail implementation. The work program proposed for this effort indicates that all major issues will be examined in the study. In addition, the cost of the project is consistent with that of similar studies in the area. Therefore, the application to conduct a joint study with Mn/DOT is appropriate and should be funded by Mn/DOT.

Dakota County

Dakota County has requested funding for 50 percent of a \$390,000 study to identify and evaluate potential corridors. The work plan proposes a three-phased study. Phase I would identify alternative alignments. Each alignment is to be evaluated for its potential to serve population concentrations and activity centers. Connections to proposed corridors in adjacent communities will also be examined. Phase II would involve ridership projections and identification of barriers or constraints in each alignment, including river crossings, land use compatibility, and sensitive environmental features. The final phase will involve extensive evaluation of corridors identified as having a high potential for light rail development in the next ten years. This includes feeder bus planning, analysis of station locations and yard and shop locations. Corridors not identified as candidates for LRT will be examined for alternative transit investments, including HOV lanes, preferential access and metering.

Analysis: The scope of the planning study proposed by Dakota County appears overly broad. There are no corridors within Dakota County that have been identified in previous studies as regional priorities for LRT implementation.

In addition, only Hennepin County's South Corridor has as yet been identified for possible extension into Dakota County within the next 20 years. Given this, a study that includes elements such as detailed evaluation of alignments, station locations, and patronage forecasts may be more extensive than necessary at this time. Due to changing conditions, information obtained in such a study would likely be dated at such time as implementation of LRT becomes feasible in Dakota County.

A more limited study that identifies potential corridors and establishes policies and procedures for preserving alignments would be more appropriate at this time. The cost of this more general type of study would be considerably less than that proposed in the Dakota County application. Mn/DOT should discuss with Dakota County the manner in which the proposed study could be reduced in scope.

Hennepin County

Hennepin County has applied for funding to conduct three activities:

- o Northeast Corridor Study - Hennepin County is requesting \$73,979 to fund its share of this joint study with Anoka County. The results of the study will be amended into the Hennepin County LRT System Plan.
- o Environmental Review - \$210,099 has been requested to develop an Environmental Impact Statement for the Hennepin County Stage I System Plan. This study is currently underway.
- o Preliminary Engineering - The County has proposed a \$10.15 million preliminary engineering program, for which \$2.2 million in state funding is requested. A two-phased approach is proposed. The first phase includes ridership forecasts, finance studies, and investigation of surface and tunnel routings in downtown Minneapolis. This phase is scheduled to be completed in March 1989.

The second phase would carry forward analysis of the first phase to the 30 percent design level. Completion is scheduled for December 1989.

Analysis: As noted in the analysis of the Anoka County application, funding of Hennepin County's share of the Northeast Corridor Study is appropriate.

With regard to conducting environmental review and preliminary engineering on the Stage I system, the level of funding requested by Hennepin County is appropriate. In its review of the Hennepin County Comprehensive LRT System Plan, the RTB recommended that several issues be explored further during preliminary engineering. These included financing of capital and operating costs, patronage, feeder bus operations, and surface routing in downtown Minneapolis. These issues are included in the preliminary engineering work program. The RTB will be participating in the patronage studies and preliminary engineering of surface routing in downtown Minneapolis.

While Hennepin County has applied for the maximum amount available to any one rail authority, this request is reasonable. The proposed Hennepin County system would constitute the largest share of any regional LRT system. In addition, funding sought by Hennepin County represents only 23 percent of the total cost of conducting environmental review and preliminary engineering.

Mn/DOT should provide funding in the full amount requested. Hennepin County should also develop system standards and specifications that can be used throughout the region. In developing these specifications, Hennepin County should consult closely with the other rail authorities, the RTB, and the Metropolitan Transit Commission.

Ramsey County

Ramsey County is requesting funding for two activities:

- o Comprehensive Plan - \$302,000 is requested, which represents 50 percent of the cost of the project. This study will examine various corridors, including the Midway Corridor, as well as downtown St. Paul alignments. Completion of a county-wide comprehensive plan is required by Mn/DOT before funding can be provided for preliminary engineering. The plan is scheduled to be completed in late 1989.
- o Preliminary Engineering - \$2.05 million is requested for 50 percent of the cost of a two-phased preliminary engineering program for the Midway Corridor. An outline of a work program is included in the application which includes funding of \$226,000 for environmental review, \$653,000 for Phase I preliminary engineering, and \$1,174,000 for Phase II preliminary engineering. Phase I preliminary engineering would involve study of up to three alignments in the Midway Corridor, leading to selection of a preferred alignment. This phase would be completed in about mid-1990. Phase II would complete preliminary engineering on the selected alignment and take approximately one year.

Analysis: In general, the activities proposed in Ramsey County's application are appropriate and warrant funding. However, the lack of detailed work programs and the proposed costs of these activities suggest that modifications may be appropriate.

Development of a comprehensive plan will provide the necessary framework to proceed toward light rail implementation. However, the County's budget of \$604,000 to prepare the plan appears higher than necessary. This amount is only slightly less than the cost of developing the Hennepin County LRT Comprehensive Plan, which examined alternatives in five corridors. In Ramsey County, where only the Midway Corridor has been identified as a regional priority, it is unlikely that a thorough examination will be required in as many corridors.

Furthermore, extensive study of the Midway Corridor has been conducted over the years. Rather than replicate past studies, comprehensive planning in the Midway Corridor should focus on major issues relating to particular alignments which are currently unresolved. These include the availability of right-of-way in the Burlington Northern alignment, traffic and parking impacts along the University Avenue alignment, and right-of-way and traffic impacts along the I-94 corridor. Resolution of these issues during comprehensive planning could lead to a decision on a preferred alignment in the Midway Corridor before preliminary engineering is begun.

A work plan for Midway Corridor preliminary engineering has not yet been developed. Ramsey County has indicated that a work plan will be prepared prior to initiation of preliminary engineering. Given what is known, the costs associated with conducting preliminary engineering and environmental review appear high. Given information gained in past studies of the corridor, the work performed during comprehensive planning and the system standards to be developed by Hennepin County, the amount of work necessary during preliminary engineering should be minimized. The budget to perform Phase I of preliminary engineering and conduct environmental review, totaling \$1,758,000, may be sufficient to complete preliminary engineering and move the project into final design.

Funding should be provided to develop a comprehensive plan; however, Mn/DOT should discuss with Ramsey County possible reductions in the scope and cost of the proposed study. At this time, funding should be provided for environmental review and Phase I of preliminary engineering. If additional funding is needed in the future to complete preliminary engineering, funding could be provided from subsequent appropriations.

Scott County

Scott County has requested \$7,500 to cover one-half of the cost of a study that would identify potential corridors. The study is part of a county-wide transportation planning effort.

Analysis: The possibility of extensions of light rail corridors into Scott County within a 20-year timeframe is remote. The scope of the study proposed by Scott County is, however, appropriate at this time and, therefore, Mn/DOT should provide funding in the amount requested.

FINDINGS AND CONCLUSIONS

- o \$4.17 million has been appropriated to Mn/DOT to fund light rail transit planning, design, and construction activities of the regional rail authorities.
- o Mn/DOT has established procedures and guidelines for regional rail authorities to apply for funding. These include review and comment by the RTB and Metropolitan Council.

- o Applications for funds totaling \$5,230,000 have been received from the Anoka County, Dakota County, Hennepin County, Ramsey County, and Scott County regional rail authorities.
- o Applications from Anoka, Hennepin and Scott Counties be funded in the amounts requested.
- o Funding be provided to Dakota County for development of a comprehensive plan. Mn/DOT should, however, discuss with Dakota County the manner in which the proposed study could be reduced in scope and cost.
- o Funding be provided to Ramsey County for development of a comprehensive plan. Mn/DOT should, however, discuss with Ramsey County the manner in which the proposed study could be reduced in scope and cost.
- o With regard to Ramsey County's request for funding to conduct preliminary engineering in the Midway Corridor, at this time funding should be provided only to develop an Environmental Impact Statement and for Phase I of preliminary engineering, as described in the Ramsey County application. If needed, funding for Phase II of preliminary engineering could be provided from subsequent appropriations.
- o To ensure regional conformity and take the most cost-effective approach, preliminary engineering for system standards and specifications that can be applied throughout the region should be conducted by Hennepin County. The other regional rail authorities, the RTB and MTC should be active participants in developing these standards and specifications.

RECOMMENDATION

That the Regional Transit Board approve the recommended comments for transmittal to the Minnesota Department of Transportation.

HB:jmo

HBPC24



Mears Park Centre, 230 East Fifth Street, St. Paul, MN. 55101
612/292-8789

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Doris Caranicas
Chair

PCtoBD
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Eitzell
 Brent
 Bert
 Falo
 M. Peterson
 J. Johnson

REGIONAL TRANSIT BOARD
 ROLL CALL AND ATTENDANCE SHEET

JH
 BT
 hb
 TB
 GA
 KC

DATE: 11/1/88

BOARD OR COMMITTEE: Board

88-07

MEMBER NAME	PRESENT	VOTE	VOTE	VOTE	VOTE	VOTE
Chairman						
Doris Caranicas	✓		✓			
Ruth Franklin	✓		✓			
Carole Faricy						
Alison Fuhr						
Rochelle Graves	✓		✓			
George Isaacs	✓		✓			
Paul Joyce	✓		✓			
Edward Kranz	✓		✓			

REGIONAL TRANSIT BOARD

CALL SHEET

DATE: Nov 1, 1981
SUBJECT: Poll for board 11/1

MEMBER NAME

Chairman *OK*

Doris Caranicas *OK*
H 375-1851

Carole Faricy *OK*
O 224-3460
H 690-3152

Ruth Franklin *OK*
O 755-2880
H 421-1213

Alison Fuhr *LW*
H 920-1566

Rochelle Graves *OK*
O 348-6114
H 374-5601

George Isaacs *OK*
H 484-7512

Paul Joyce
O 932-2205 (private)
H 935-5929

Edward Kranz *OK*
O 333-4500
H 437-2593



REGIONAL TRANSIT BOARD

Mears Park Centre
230 East 5th Street
St. Paul, Minnesota 55101
612/292-8789

RESOLUTION NO. 88-07

RESOLUTION OF APPRECIATION

WHEREAS, Tom Beaver has been employed by the Regional Transit Board as Public Information Officer since February 13, 1986; and

WHEREAS, Tom Beaver has resigned his position at the Regional Transit Board effective November 4, 1988 to pursue other career opportunities; and

WHEREAS, Tom Beaver is recognized for his many accomplishments at the Regional Transit Board, among them being the development of a Comprehensive Public Information Program for the RTB that will form the foundation for our future public information efforts, the production of an RTB video describing the board's programs, the production of public service announcements for the restructured Metro Mobility services for the disabled community, and the professional manner in which the media relations were managed;

NOW, THEREFORE, BE IT RESOLVED:

That the Regional Transit Board recognizes and commends Tom Beaver for his substantial contributions to the Regional Transit Board and extends its gratitude and appreciation for his dedicated and diligent service to the board; and

BE IT FURTHER RESOLVED:

That the Regional Transit Board offers its sincere best wishes to Tom Beaver in his future endeavors.

Adopted this first day of November, 1988.

Elliott Perovich, Chairman

Mary Fitzgerald, Secretary

REGIONAL TRANSIT BOARD

Mears Park Centre
230 East Fifth Street, Saint Paul, Minnesota 55101
292-8789

DATE: October 31, 1988
TO: Policy Committee
FROM: Howard Blin, Planner *HB KT JH*
SUBJECT: Recommendations on Applications for Mn/DOT LRT Funding

On October 24, 1988, the Policy Committee reviewed applications from the regional rail authorities for light rail transit funding. The committee recommended comments on the funding requests to be transmitted to Mn/DOT. Included in the recommendation were comments suggested by staff and additional comments resulting from committee discussion.

The following language is suggested to clarify these comments. Comments added to the staff recommendation by the Policy Committee are underlined.

- o Applications from Anoka, Hennepin, and Scott Counties be funded in the amounts requested.
- o Funding be provided to Dakota County for development of a comprehensive plan. Mn/DOT should, however, discuss with Dakota County the manner in which the proposed study could be reduced in scope and cost.
- o Funding be provided to Ramsey County for development of a comprehensive plan. Mn/DOT should, however, discuss with Ramsey County the manner in which the proposed study could be reduced in scope and cost.
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- o Ramsey County be permitted to conduct light rail transit preliminary engineering in the Midway Corridor concurrently with development of the County's comprehensive light rail transit plan.

HB:jmo

